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# Series 3 shipborne barges —

## Part 2: Specification for main operational and technical requirements

[ISO title: Shipbuilding — Shipborne barges, series 3 — Main  
operational and technical requirements]

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## Committees responsible for this British Standard

The preparation of this British Standard was entrusted by the Shipbuilding and Marine Standards Committee (SME/-) to Technical Committee SME/14, upon which the following bodies were represented:

Association of Master Lightermen and Barge Owners (Port of London)

British Tugowners' Association

British Waterways Board

HM Customs and Excise

Shiprepairers' and Shipbuilders' Independent Association

This British Standard, having been prepared under the direction of the Shipbuilding and Marine Standards Committee, was published under the authority of the Board of BSI and comes into effect on 31 July 1987

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## National foreword

This Part of BS MA 105 has been prepared under the direction of the Shipbuilding and Marine Standards Committee and is identical with ISO 8303:1985 “*Shipbuilding — Shipborne barges, series 3 — Main operational and technical requirements*”, published by the International Organization for Standardization (ISO).

ISO 8303 was produced as a result of international discussion in which the UK took an active part.

**Terminology and conventions.** The text of the International Standard has been approved as suitable for publication as a British Standard without deviation. Some terminology and certain conventions are not identical with those used in British Standards; attention is drawn especially to the following.

Where the words “International Standard” appear, referring to this standard, they should be read as “Part of BS MA 105”.

### Cross-references

International Standard	Corresponding British Standard
ISO 6765:1985	BS MA 105 <i>Series 3 shipborne barges</i> Part 1:1987 <i>Specification for main dimensions</i> (Identical)

A British Standard does not purport to include all the necessary provisions of a contract. Users of British Standards are responsible for their correct application.

**Compliance with a British Standard does not of itself confer immunity from legal obligations.**

### Summary of pages

This document comprises a front cover, an inside front cover, pages i and ii, pages 1 and 2, an inside back cover and a back cover.

This standard has been updated (see copyright date) and may have had amendments incorporated. This will be indicated in the amendment table on the inside front cover.

## 1 Scope and field of application

This International Standard specifies the main operational and technical requirements for shipborne barges, series 3, when used as a means of transport for cargo transportation both on board a barge-carrier and on inland waterways.

## 2 Reference

ISO 6765, *Shipbuilding — Shipborne barges, series 3 — Main dimensions*.

## 3 Shipborne barge requirements when used for cargo transportation on board a barge-carrier

**3.1** The main dimensions and characteristics of the barge shall meet the requirements of ISO 6765.

**3.2** The material and the hull structure of the barge shall comply with the rules of a recognized classification society.

**3.3** The barge shall have devices (bollards, bitts and coupling winches) for connecting it to another barge and to a push-tug, for mooring it alongside a barge-carrier, and for bringing it and centring it over the deck or elevator platform of a barge-carrier as is done on existing shipborne barges, series 3.

**3.4** The barge shall be equipped with tie-down fittings along the sides for lashing it when stowed on the open deck of the barge-carrier, and with special areas on hatch covers for jacks to secure the barge in the hold of a barge-carrier. The arrangement of the tie-down fittings and special areas for jacks shall be in accordance with ISO 6765.

**3.5** A flush vertical ladder shall be provided on each side of the barge for access to the barge.

**3.6** The barge shall be equipped with devices for ensuring the safe securing of cargo.

**3.7** If there is a ventilation system on the barge, provision shall be made for connecting this system to that of a barge-carrier analogous to the existing systems on shipborne barges, series 3.

**3.8** The barge shall have devices for connection of carbon dioxide supply hoses and for fire warning analogous to those on existing shipborne barges, series 3.

**3.9** The list and trim of the fully laden barge when loaded on a barge-carrier shall not exceed 30 and 40 cm respectively.

## 4 Shipborne barge requirements when used for cargo transportation on inland waterways

**4.1** Provision shall be made for the barge to form a convoy when the difference between its draught and that of an adjoining barge in single line is not greater than 1,5 m.

**4.2** The barge shall be provided with towing and mooring arrangements to ensure its safe attachment to the convoy.

**4.3** The towing and mooring arrangements shall permit the formation of a barge convoy in several lines.

**4.4** The anchor gear shall permit the anchoring of two laden barges towed in single line in river conditions.

**4.5** All deck openings, including cargo and companion hatches, shall have protective safety covers.

**4.6** If the transportation of containers is foreseen, devices for securing 6 m (20 ft) and 12 m (40 ft) containers shall be mounted in the inner double bottom and on the hatch covers.

**4.7** The barge shall be provided with stationary cables with sockets for power supply from a push-tug when towed in a barge convoy, analogous to those on existing shipborne barges, series 3.

**4.8** The barge shall be provided with devices for ensuring the safe movement of people on the barge deck.



## Publication referred to

See national foreword.

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